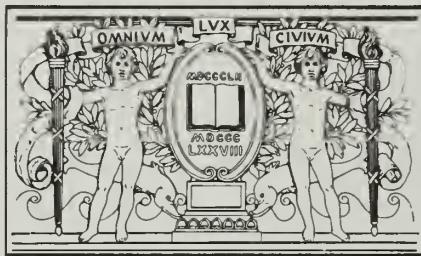


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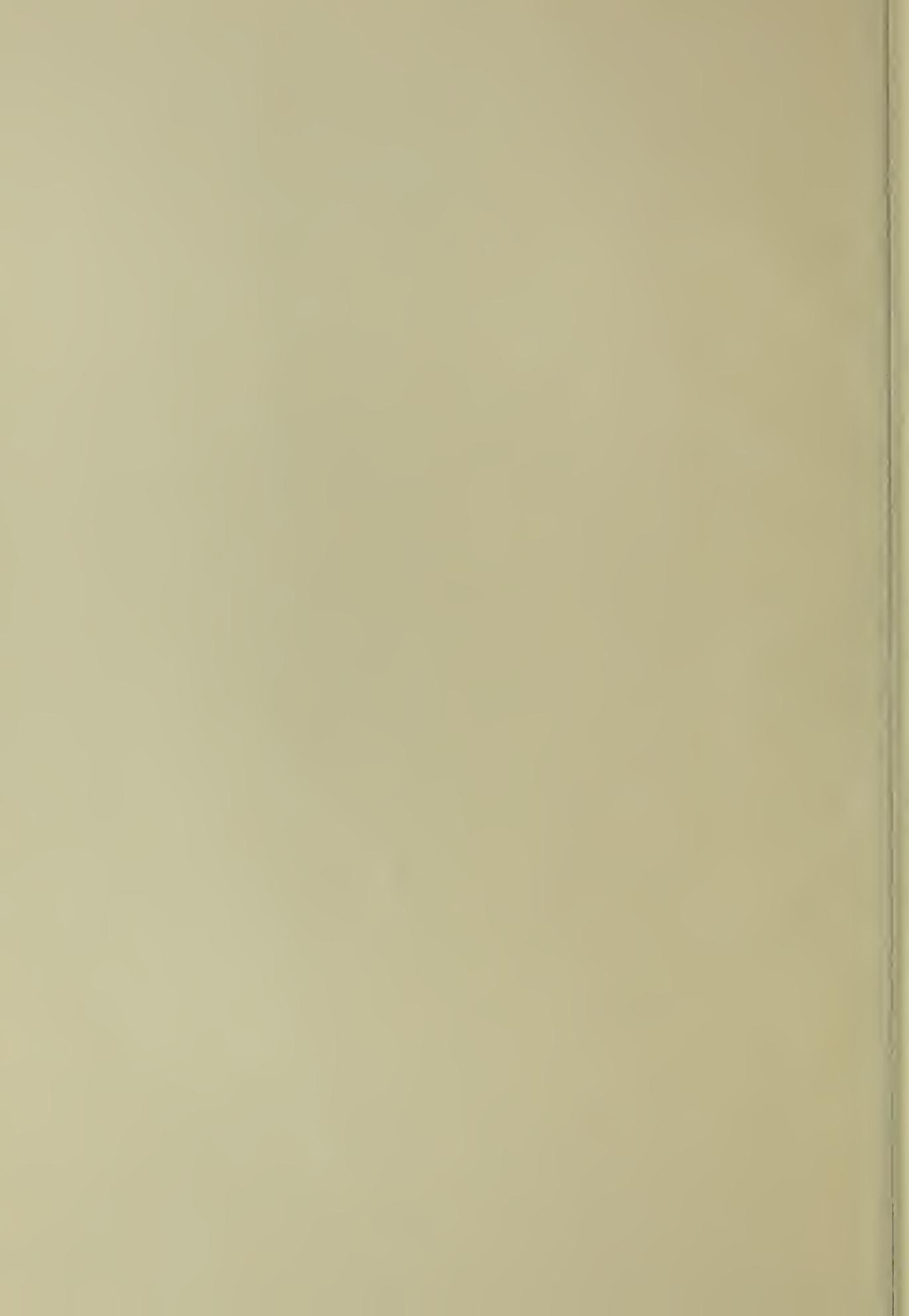
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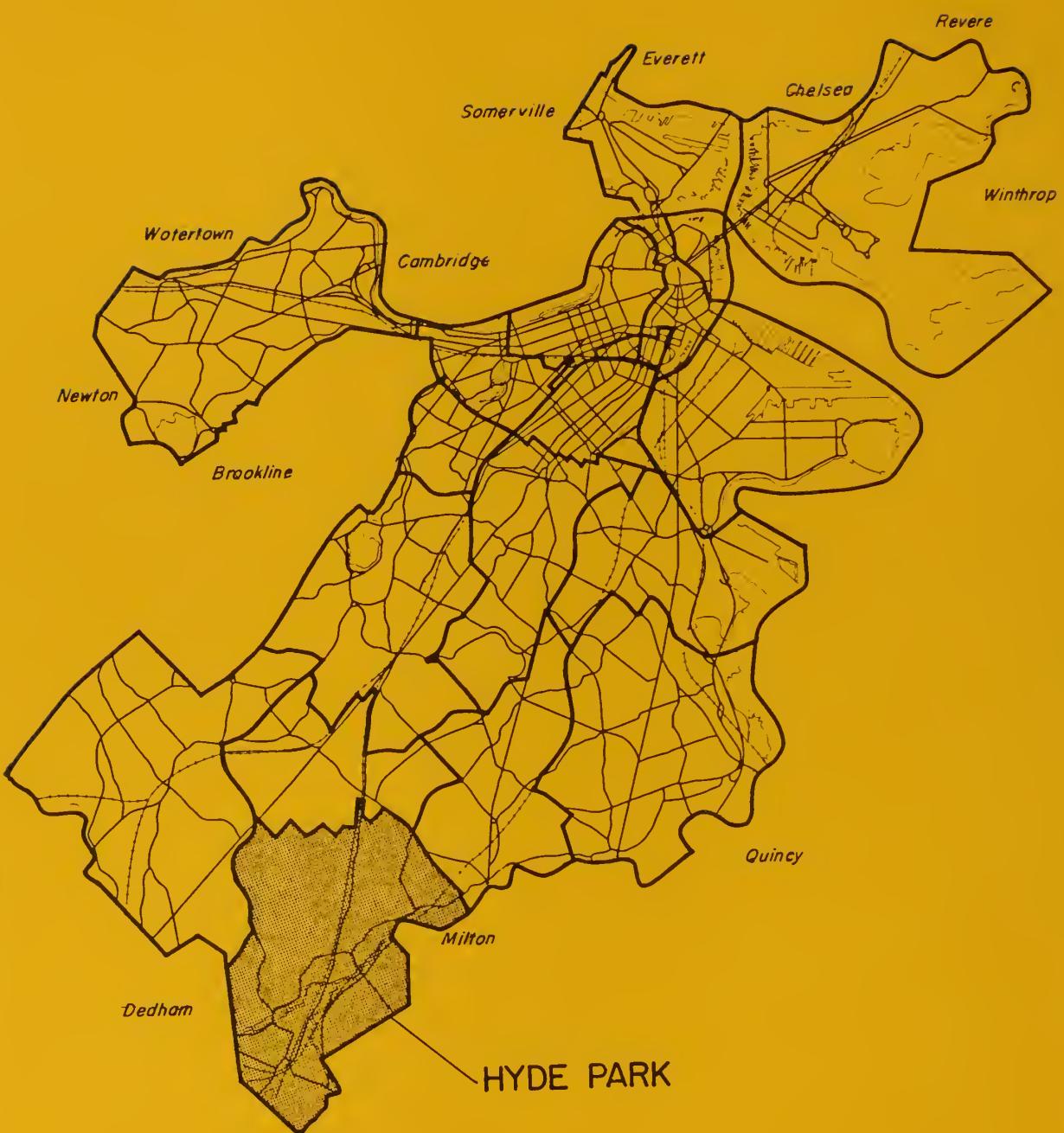
District Profile &
Proposed 1978-1980

Neighborhood
Improvement
Program

City of Boston
Kevin H. White, Mayor

Boston Redevelopment Authority
Neighborhood Planning Program

Summer, 1977





KEVIN H WHITE
MAYOR

CITY OF BOSTON
OFFICE OF THE MAYOR
CITY HALL, BOSTON

The Boston Redevelopment Authority's Neighborhood Planning Program has prepared this report to assist residents and City agencies develop longer range solutions to community-wide planning issues.

This "Neighborhood Profile" contains information which helps bring into sharp focus those matters which are of concern to residents of each neighborhood in the City. This information facilitates public understanding and assists all of us--both at City Hall and in the neighborhood--in determining how we can best use the resources available to us.

I hope this booklet serves as an important building block to encourage greater interest in the problems confronting this neighborhood and our City and help us all in developing solutions to these problems.

A handwritten signature of Kevin H. White.

Kevin H. White
Mayor

Boston Redevelopment Authority

Robert F. Walsh / Director

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Boston, Massachusetts 02201
Telephone (617) 722-4300

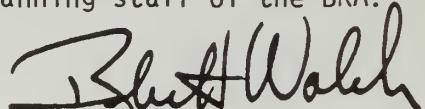
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The Boston Redevelopment Authority, as the City planning agency, is pleased to submit for neighborhood review a profile of Hyde Park.

It is my hope that the profile can serve as a starting point in the dialogue that should and must take place between neighborhood residents and public officials as decisions are made about the use of community development funds and other matters of public policy.

The decision-making process, of course, must be based on data that is up-to-date and accurate. I am confident that the material contained in this report can be of great assistance to all who care about this neighborhood in particular and the city as a whole.

Questions and comments about the material in the report should be directed to the Neighborhood Planning staff of the BRA.



Robert F. Walsh
Director
Boston Redevelopment Authority

This planning report, prepared by the Hyde Park Neighborhood Planner, is intended to assist local residents and City officials in defining the needs of, and programs for the Hyde Park area. It is also written to provide prospective residents and investors with an analysis of current issues facing the community.

The report includes background information, a discussion of major community planning and development issues and recommended strategies and is intended to aid in the establishment of a long range framework for decision making by the public and private sectors.



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I. BACKGROUND

A. SHORT HISTORY*

Originally part of Dorchester, Dedham and Milton, Hyde Park became a town in 1868 and in 1912, was the last district to be annexed to the City of Boston. Hyde Park's history dates from the Civil War era rather than colonial times as most of Boston's does. It is nonetheless impressive. Camp Meigs in Readville was a training ground where the first Black regiment mustered for the Civil War was readied. James Munroe Trotter, the first Black officer of the American Army, received his training here.

Hyde Park was noted for its leadership in women's suffrage and the abolition movements. Pioneers for their causes, the Grimke sisters, Angelina and Sarah, Mehitable Sunderland, Hyde Park's first doctor, and Theodore Weld spoke out against the suppression of human liberties. Women were allowed to vote for town committee members in Hyde Park long before there was general women's suffrage. As an intellectual climate, Hyde Park attracted many well known persons who visited often, including John Greenleaf Whittier, Henry Wadsworth Longfellow and the artist John J. Enneking.

During the late 1800's, Hyde Park's industry, consisting of paper mills, cotton mills and factories, grew rapidly because of available water power from nearby rivers such as Mother Brook, a man-made canal dug in the middle 1800's to connect the Charles and Neponset Rivers. From a village of 1,512 in 1887, the town grew to 15,000 by 1912. No one ethnic group has ever dominated Hyde Park as in other communities. Today, evidence of Irish, Italian, Jewish and Polish ethnicity is visibly integrated throughout Hyde Park.

The extension of the Penn Central Mainline tracks and the trolley line into Hyde Park further attracted new industry and settlers. Easy and inexpensive access to the downtown encouraged many to escape the inner city for the grassy yards and country houses while still commuting to Boston for work.

A general dissatisfaction with the town water rates and service is often given as the reason why a majority of Hyde Park's 3,000 odd voters decided in the November, 1911 election to join the City of Boston. Over the years, however, there have been stirrings by Hyde Park residents to return to the status of a town. In 1962, because of dissatisfaction with the proposed Southwest Expressway which would have started at Roxbury Crossing and sliced through Roslindale and Hyde Park to link up with Rte. 128 in Canton, residents petitioned their legislators to sever Hyde Park from the City and to join Norfolk County. This effort failed to win a

* Partially adapted from "Hyde Park", Boston 200 Neighborhood History Series, 1976.

majority support of the legislators although later during Governor Sargent's administration the expressway proposal was finally withdrawn. The succession movement was revived in 1974 over the issue of court ordered busing of school children.



B. EXISTING CHARACTERISTICS

Hyde Park, located in the southwest quadrant of the City, surrounded by West Roxbury, Mattapan, Roslindale and Milton, was one of the few districts in the City to gain population between 1960 and 1970. Its increase of 28% to 36,509 exceeded West Roxbury's 24% growth. During this period, the City lost 8% of its population. The 1975 State Census figures indicate that Hyde Park has continued to grow to an estimated 37,628 while Boston's total population has remained relatively stable.

In contrast to many of Boston's older neighborhoods, Hyde Park is distinctly more suburban. Much of the housing stock falls in the category of owner-occupied single and two family structures; there is a wide representation of churches and temples; neighborhood shopping centers cater largely to convenience needs; public, parochial and private schools play an important role in the neighborhood; open space and recreational opportunities are unparalleled in the City.

In 1970, median family income for Hyde Park was \$10,693, about \$1,500 above the City median, while the proportion of families earning below \$5,000 annually was below that of the City. Hyde Park contained 10,738 housing units in 1970, an increase of 16% from 1960. The majority of this growth was in the western half of the district where new single family and multi-family units have been completed.

In a 1974 Boston Housing Authority (BHA) report on the need for elderly housing in the City, Hyde Park ranked in the top priority group because of its number of elderly in the low income category and its long elderly waiting list for entry into existing Hyde Park BHA developments.

Hyde Park experienced a building boom in single family construction during the 1950's and early 1960's. Consequently a large number of young families arrived creating the need for school construction and family oriented activities and services. Many of these homeowners have remained; their children are young adults; the parents are middle age and growing older. Many are entering the empty nest life cycle when they no longer need three bedroom houses, and will soon be selling their homes.

The likelihood of a large number of houses going on the market for sale presents a potentially serious problem for Hyde Park. The real estate market has generally reflected confidence in Hyde Park although during the past several years there has been concern over the rate of housing turnover. Reportedly, there is a sluggish interest by investors in this district. Obviously, the uncertainties associated with Boston's tax and school situation and the increase in unemployment have affected this and other neighborhoods in the City. Importantly, however, there is strong

evidence of pride in homeownership which is demonstrated by the large participation in the City's Housing Improvement Program. Over 900 homes in Hyde Park are currently undergoing renovations, i.e., painting, roofing and electrical repairs.

In 1975, Hyde Park's unemployment rate was 15.8%, an increase from 3% in 1970. Between 1970 and 1977, over 900 manufacturing jobs have been lost in Hyde Park's industrial sector. Vocational preparation at the local high school is heavily oriented toward metal trades, fields in which employment opportunities are shrinking, causing high rates of unemployment among young adults in Hyde Park.

Concurrent with the general economic recession of 1974-76 have been two additional disturbing factors: court-ordered school desegregation and the \$56.00 property tax increase, the largest single tax increase in the City's history. It is not surprising, therefore, that Hyde Park residents have a pessimistic attitude toward their neighborhood and the City. The 1977 Hart Survey* reflected an erosion in attitudes toward both the City and neighborhood from past to present to future. 47% of those Hyde Park residents interviewed indicated they have seriously considered leaving the neighborhood and 26% were fairly confident that they would move within the next three years.

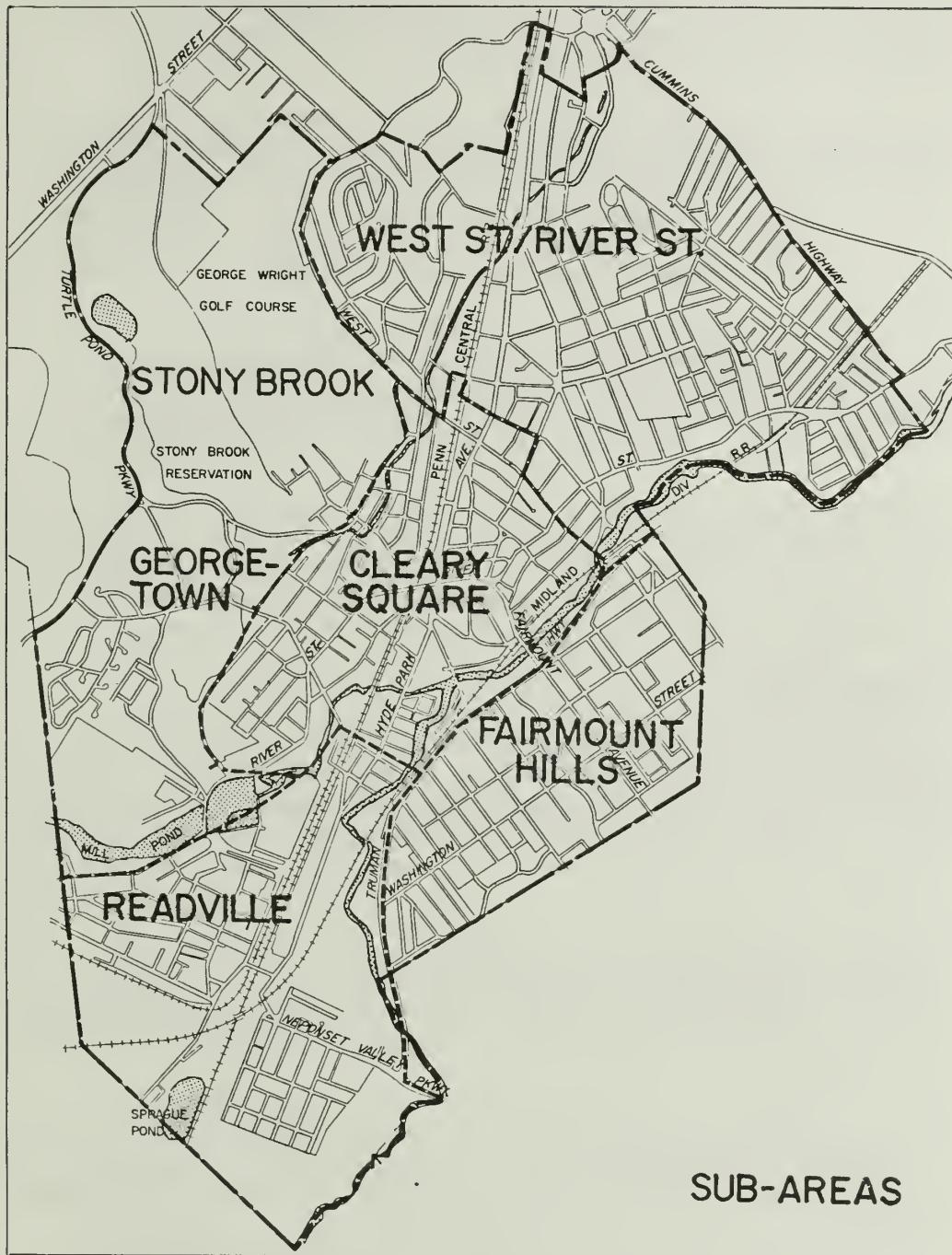
Cleary Square, the commercial center of Hyde Park, has had some storefront deterioration in recent years, as well as increasing turnovers to fast food and discount stores. As a commercial area which is heavily retail and service oriented, the Square has not kept pace with changing lifestyles and preferences of its customers.

Basic problems to the Square are lack of convenient off-street parking, poor traffic circulation and crime. Store vacancy, particularly along River Street and Hyde Park Avenue, is a serious concern in Cleary Square. Several major retailers have been reluctant to enter this uncertain market in light of reports of major outbreaks in the high school. Age and building conditions have also resulted in several large fires in Cleary Square which have produced vacant lots and boarded buildings. Arson is an issue of growing concern.

Within the past year, a major fire of suspicious origin caused the demolition of Kelleher's Market and extensive damage to the adjoining stores. McCrory's was relocated to the former W.T. Grant store, and expanded its retail square footage. In recent months, several small specialty shops have located in former vacant space. In addition, new construction of a convenience market is underway on the former Kelleher site. The change in Cleary Square's image is distinctly encouraging.

The following is a discussion of Hyde Park's sub-areas.

* Hart Research Associates, Inc., A Survey of Attitudes Toward the City of Boston and its Neighborhoods, May, 1977.



1. River/West Streets

Located in the northeastern portion of the district, this sub-area is bounded by Mattapan and Roslindale. In 1970, its population was 14,837, an increase of 12% over 1960. This growth can be attributed to new apartment construction in the Cummins Highway/American Legion Highway area and to scattered single family construction in the West Street area.

In 1970, median family income ranged between \$10,289 and \$10,937, which is close to the City median. Only 4% of the families had income under \$5,000.

The eastern half of this sector, from the Mattapan border to Metropolitan Avenue has experienced a very high turnover of real estate since 1972 and is undergoing racial transition as many of the new homeowners are Black middle class families. The HIP 20% rebate program has been utilized in this neighborhood and houses are in excellent condition for the most part.

In 1970, approximately 600 of the 4,714 housing units in the River/West Streets area needed repairs in excess of \$1,000 each. Most of these units were located in the vicinity of the Cummins Tower Apartments and American Legion Highway.

This area has a relatively low percentage of owner-occupied units (28%) relative to the overall district (58%). The district does contain a large number of older two and three family homes and new apartment complexes. Single family houses are largely concentrated in the vicinity of West Street.

2. Cleary Square

Located in the central portion of Hyde Park, Cleary Square is bounded by the Stonybrook Reservation, West Street, Neponset River and Readville. Its 1970 population was 8,153, a gain of 31% over 1960. Much of this growth can be attributed to new single-family home construction in the area west of the Penn Central railroad tracks.

Median family income was comparable to the district-wide median of \$10,700, where 13% of total families in 1970 had median incomes under \$5,000. 14% of this district's population were elderly which undoubtedly accounts for the lower income population.

Of the 2,689 units counted in 1973, 339 (13%) needed repairs in excess of \$1,000 each. Most of this housing is located south of Cleary Square along the industrial belt on Hyde Park Avenue.

There are also a number of apartment houses in this sub-area, many of which are located along River Street near Cleary Square. Almost 55% of the structures are owner-occupied.

Light industry and manufacturing companies are located in this neighborhood. Westinghouse's Sturtevant Division has been located here since 1870. Some structures which once

served as warehouses now are partially vacant and under-utilized. Many of the structures are in deteriorating condition and detract from the surrounding residential area.

The commercial and industrial sectors located in this district are chief among the foci of The Boston Plan for Hyde Park which will be discussed in greater depth in a subsequent section.

3. Fairmount Hills

Located in the southeastern portion of Hyde Park, this sub-area borders Milton to the east and the Midland Railroad line in the west. In 1970, Fairmount Hills' population was 7,017, an increase of 29% over 1960. This growth was primarily due to new single-family home construction.

The population in this sub-area showed a high growth of elderly (24%) and youth 15-19 (33%) during the last decade. Median family income was \$11,057 which exceeded the district's median of \$10,693.

For the most part, Fairmount Hills is recognized as a prestigious neighborhood where large, gracious brick Colonial and woodframe Victorian houses are located on spacious lots. Real estate values have held strong in this neighborhood which is indistinct from Milton in many respects. Concern for continued neighborhood preservation has caused local residents to organize an effective neighborhood association to promote its identity.

In 1970, only 125 housing units in this sub-area, representing 4% of total units, required repairs exceeding \$1,000. These houses were generally concentrated near Truman Highway. Approximately 63% of Fairmount Hills' total units were owner-occupied.

The Fairmount Public Housing Project is located in the heart of this neighborhood. It was opened in 1950 and contains 302 units in duplex structures. Historically this project has not had a negative influence on the surrounding residential community. It has had extremely low vacancy and turnover rates and the highest per capita income of the 57 Boston Housing Authority projects. However, the sense of pride once exhibited in this project is now giving way to frustration as the BHA's long-term policy of deferred maintenance continues and the recent court order to desegregate the City's housing projects is vigorously enforced at Fairmount. Vandalism has significantly increased both within the project and the surrounding neighborhood, and along the immediate fringe of the project, private residential deterioration is visible. A comprehensive modernization program is needed to assure continued neighborhood vitality in Fairmount Hills.

4. Stonybrook/Georgetown

Located near West Roxbury in the western portion of the district, this sub-area is centered on the Georgetown Housing development which was completed during the late 1960's. There are also a number of cape-style, single family homes constructed on the slopes, as well as a section of duplex houses owned by the U.S. Coast Guard for married personnel and their families. In 1970, this area contained 878 housing units and a population of 2,674 people. Median family income (\$10,289) was slightly below the district median and the number of families earning less than \$5,000 was 462 (12%).

The terrain of this entire district is irregular and subject to water run-offs and occasional spontaneous flooding. The water pressure is reportedly quite low and residents claim the present sewerage system is inadequate to service the many houses in the area. Turtle Pond Parkway, an MDC roadway, runs through this section and is heavily traveled.

This area contains several hundred acres of open space land including the George Wright Golf Course, (City of Boston), and Turtle Pond and Stonybrook Reservation (MDC). The Metropolitan District Commission is currently undertaking a multi-million dollar conservation/recreation program for the Stonybrook Reservation, to provide better active and passive recreation and to better conserve its natural areas. This district has been the locus for several large housing development proposals recently. Community opposition has been intense and zoning restrictions have prevented their construction. Additional housing development will likely be proposed because this area contains such large vacant tracts of land. The issues of drainage, access, zoning and land conservation will have to be carefully addressed by the community and the City to prevent the natural features of this district from being lost.

5. Readville

Located in the southern portion of the district and bounded by the Town of Dedham, Stonybrook Reservation, Cleary Square, and the Neponset River, this sub-area is generally viewed as a separate neighborhood within the Hyde Park community. In 1970, its population was 4,149, an increase of 25% over 1960. This growth is a result of new apartment and single-family home construction.

In 1970, median family income ranged from \$10,289 to \$11,051, slightly higher than the district median. Only 15% of the total families had median incomes under \$5,000.

Of the 2,593 housing units recorded in 1970, 291 (11%) required repairs in excess of \$1,000 each. Most of these units are located in the older portion of Readville, south of Neponset Valley Parkway. Approximately 53% of Readville's total units are owner-occupied.

Wolcott Square, Readville's only commercial center, is an old, small service area with approximately 10 stores, and is bordered by Neponset Valley Parkway, Hyde Park Avenue and the Penn Central Railroad. The existing buildings generally need structural renovations and the storefronts which have been heavily vandalized need improvements as well. The embankment along the railroad line is poorly lit and landscaped. In addition, there is traffic congestion along Hyde Park Avenue and Neponset Valley Parkway at certain busy hours. As a focal point in this otherwise orderly community, Wolcott Square presents a negative influence.

There is a relatively new shopping center located north of Readville along Truman Highway which includes a supermarket and several retail and service establishments. Adjacent to this are an MDC concert shell and tennis courts which are currently being rehabilitated and expanded by the MDC to provide greater recreational opportunities for Readville.

The Readville Improvement Association which was reorganized to focus attention on conditions at Camp Meigg, an MDC playground, has grown to be an effective force in the community. It has strong residential support and is actively seeking remedies to Readville's problems of vandalism, neglected playground facilities and traffic hazards. Recently the City's Corporation Counsel has designated Readville a sub-area of Boston, separate from Hyde Park.

The former Readville Rail Yards have recently received national attention when it became known that Amtrak officials were seriously considering this location for the construction of their proposed heavy repair rail facility. With an estimated \$35 million capital investment and potential employment opportunities for 750-1,000 people, the significance of this repair facility for Readville and Boston cannot be underscored. Elected City, State and Federal officials will continue to exert a concerted effort to secure Amtrak's facility in Readville.

Comparative Statistics - Hyde Park
1970 U.S. Census Data

Population	River/ West Street	Cleary Square	Fairmount Hills	Stonybrook/ Georgetown	Readville	District	City
Total 1970	14,837	8,153 +31%	7,077 +29%	2,675 NA	4,149 +23%	36,509 +28%	639,803 -8%
Change from '60	+12%						
Aged 15-19 yrs. Change from '60	1,413 +16%	585 +11%	719 +33%	223 NA	380 +22%	3,037 +15%	60,900 +17%
Aged 20-24 yrs. 1970 Change from '60	1,204 +40%	587 +34%	513 +46%	181 NA	441 +38%	2,819 +38%	76,958 +41%
Aged 65 yrs. & over 1970 Change from '60	1,778 +15%	802 +24%	697 +14%	199 NA	409 +13%	3,749 +14%	81,437 -5%
<u>Housing</u>							
Total Dwelling Units	4,714	2,689	2,840	878	2,593	10,735	232,401
Units Needing Repairs in excess of \$1,000	580	339	125	29	291	1,364	67,102
Owner Occupied Units	248	548	63%	0%	53%	58%	27%
Mobility of Residents- % Residents in same house over 5 years in 1970	65%	65%	60%	65%	65%	50%	
<u>Income</u>							
Median Family	\$10,289- 10,939	\$10,289- 10,662	\$11,057	\$10,289	\$10,289- 11,051	\$10,693	\$9,133
% Families under \$5,000	4%	13%	12%	12%	14.5%	12%	22%

C. PAST PUBLIC AND PRIVATE INVESTMENT (1968-1976)

11

Since 1968, the major thrust of the City's Capital Improvement Program has been in strengthening neighborhoods through the construction and renovation of community facilities and parks, the reconstruction of streets and the replacement of sewer and water lines. The City spent \$700,000 on the construction of a new Hyde Park Fire Station on Fairmount Avenue; \$60,000 for renovations to Readville Playground; \$230,000 for floodlights and restoration at Ross Field; \$400,000 for reconstruction of Amatucci Playground; and \$4,800 for renovations to Smith Field Playground. (See Public Facilities map.) At the same time, there were over 70 streets reconstructed or resurfaced, 10 streets that underwent sewer or water line replacements, 16 sidewalks replaced, 6 streets with new lighting including new sodium vapor commercial lighting in Cleary Square, and over 100 streets had their lighting intensity increased. Under Chapter 90, West Street from Hyde Park Avenue to Metropolitan Avenue underwent street, sidewalk and sewer reconstruction. (See Public Improvements map). Sodium vapor lighting was installed in Cleary Square for \$105,500 and \$320,000 was spent for the acquisition and construction of off-street parking on the former Top Dollar Supermarket site. Over 900 homeowners have applied to participate in the Housing Improvement Program (HIP) which offers a 20% cash rebate for certain repairs. To date, HIP has committed \$385,000 to Hyde Park, which actually amounts to more than \$1.5 million in public/private investment in Hyde Park's housing stock. \$45,000 was spent for electrical improvements at the Fairmount Housing Project.

The Metropolitan District Commission has made extensive capital investment in park and recreation areas in Hyde Park particularly along Truman Highway and the Stony Brook Reservation. Camp Meigg and Colella Playground renovations will soon be completed. The Massachusetts Department of Public Works has completed reconstruction of the River Street Bridge over the Mill Pond and the Milton Street Bridge reconstruction will be completed in the Spring, 1978.

\$175,400 has been allocated for repairs to the Municipal Building in Roslindale to improve the quality and delivery of health care services in Hyde Park, Roslindale and West Roxbury. The Southwest Boston Services Daycare Center has received \$15,000 and a senior shuttle has also been provided (\$16,000).





14 D. 1977 PUBLIC INVESTMENT PROGRAM

The 1977 public investment program concentrates in four areas: housing, commercial area revitalization, capital improvements and neighborhood services.

1. Housing

The Housing Improvement Program (HIP) which provides incentives for rehabilitation of 1-6 unit owner-occupied dwellings, will be available throughout Hyde Park and has appropriated \$225,000 for approximately 300 buildings. The 50% rebate program has been made available for elderly homeowners in Hyde Park. \$275,000 has been allocated to the Fairmount Housing Project for exterior improvements.

2. Commercial Area Revitalization

Over the next three years the City will concentrate funds for the revitalization of Cleary Square. This year's funds are being used for: (1) improvements to the Winthrop Street parking lot (\$275,000), (2) continuation of footpatrol program in Wolcott and Cleary Squares (\$42,600), (3) Re-Store Program (\$20,000), (4) rehabilitation of YMCA Building (\$420,000), and (5) provisions for a Business Shuttle (\$5,000).

3. Capital Improvements

The City's capital improvement program for Hyde Park includes the following projects:

<u>Project</u>	<u>1976 Funding Allocation</u>
Readville Playground (fencing & lighting)	\$ 80,000
District V Police Station renovation	539,000
Ross Field Street Hockey Facility	196,000
American Legion Highway/Hyde Park Avenue traffic signalization	4,500
Wm. Barton Rogers School Renovation	200,000

Street Reconstruction Scheduled For:

Maple Street
Wachusetts Street
Safford Street
Williams Avenue
Blake Street
Greenfield Avenue
Pierce Avenue

4. Neighborhood Services

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Southwest Services Day Care Center will receive \$20,000 to match other federal funds and \$16,500 will be used to provide an elderly van for Hyde Park's senior citizens.



2. PLANNING AND DEVELOPMENT ISSUES/RECOMMENDED STRATEGIES (Mid- and Long-Range)

A. RESIDENTIAL STABILITY

Issues

There are three sections of Hyde Park which evidence some housing deterioration: 1) the residential area south of Cleary Square between the Penn Central Midland and Main Line Branch Railroads contains a number of homes in need of exterior repairs; 2) the residential section along the Penn Central Mainline Branch in Readville has a number of homes in need of moderate to extensive exterior repairs; and 3) there still remains a number of residential structures in fair to poor condition along Summer and Business Streets owned by the State Department of Public Works (DPW).

The Fairmount Public Housing Project has deteriorated substantially, including leaking roofs, missing gutters, falling porches, obsolete heating and plumbing systems, porous walls and ill-fitting windows. Any further delay by the BHA in making needed repairs to this project may jeopardize its eventual rehabilitation.

In addition, while there are extensive areas of single family homes in Hyde Park, there are insufficient low and moderate income units for elderly residents. A recent Boston Housing Authority study of the need for elderly housing indicated that Hyde Park was one of six areas in the City having a significant lack of elderly housing.

Circumstances of forced busing in Boston's schools and associated incidents of crime have caused the real estate market to enter a period of uncertainty. While most residents are continuing to invest in their homes and exhibit a sense of confidence, there is concern that investors appear hesitant to enter the Hyde Park area. Rumors are circulating that "blockbusting" is occurring but no evidence of this has been substantiated. From a careful review of all sales transacted in 1975 and 1976, it is clear that real estate prices in Hyde Park are steadily rising. In 1976, the median sales price for a single family home in Hyde Park was \$26,000. Real estate brokers report a significant increase in the number of houses for sale in Hyde Park and indicate that Citywide investors are cautious. They also state that the investment potential in Hyde Park is considerable given the age, price and condition of the housing stock.

Strategies

The establishment of a better funded and more extensive Housing Improvement Program (HIP) for Hyde Park will help stabilize those areas with housing deterioration, although special action will be needed to renovate state-owned structures (see Issue B).

The Fairmount Housing Project has been in need of roofs, gutters, and siding for several years. In addition, further structural renovations and interior modernization for bath and kitchens are also necessary. The Boston Housing Authority has been authorized to spend \$275,000 for exterior improvements under FY77 CDBG funds. A more comprehensive master plan for substantial renovations should be developed and funded over the next three years utilizing State modernization and CDBG funds where necessary. This project is approaching a critical point and rehabilitation may not be possible if repairs are not begun immediately.

The Boston Plan for Hyde Park calls for the construction of a 125 unit elderly housing project on the former Allis Chalmers property within walking distance of Cleary Square. It further recommends that a medical care facility be directly linked to the housing projects and be oriented toward the geriatric medical needs of the Hyde Park community. The increasing age of this community and incumbent financial strains make it particularly important that housing and health needs be effectively addressed. Additional housing sites for elderly should also be reviewed and developer interest pursued where appropriate.

A concerted effort to increase ownership and investor confidence in Hyde Park is needed to mitigate the growing fears of declining property values, increased crime, racial tensions and the rumors of "blockbusting". A series of brochures describing the positive characteristics of Hyde Park as well as seminars with real estate brokers, bankers and community leaders could be effective in dealing with the perceived uncertainties of the Hyde Park housing market. The City's successful experience with innovative neighborhood marketing techniques in Dorchester may be replicable in Hyde Park.

The State Banking Commission through its Mortgage Review Board will continue to monitor Mortgage Application denials by banks and any circumspect cases involving irregular or illegal processing will be brought to the attention of the Banking Commissioner.

B. REUSE OF SOUTHWEST CORRIDOR LAND

Issues

Approximately 6 acres of vacant land and a number of structures are located within the Hyde Park section of the Penn Central Southwest Corridor. Since the late 1960's when this land was first purchased by the State Department of Public Works for extension of Interstate 95 this land has been allowed to deteriorate. During the past two years, there have been various proposals for reuse of the vacant land and the resale of existing structures to homeowners. Some structures have been temporarily leased to local organizations for community-sponsored uses but the need exists for a detailed plan to restore this property to viable uses.

Strategies

The Boston Housing Authority has designated the firm of Goody and Clancy as architects for a proposed elderly housing project sponsored by the State Department of Community Affairs (DCA) at Gordon Avenue and Summer Street. D.C.A. has appropriated formal funding and design of the 104 unit townhouse complex with a community center now underway. Construction should begin in the Summer, 1978.

The resale of the remaining Southwest Corridor land and buildings should be expedited and efforts made to assure the reuse of this land in conformance with needs of the community. The land use of parcels at the time of acquisition is, in some instances, no longer appropriate. A careful review of all properties owned by the Department of Public Works in this corridor should be conducted by the State and City with local community groups so that the most appropriate land reuse can be determined.

C. CAPITAL IMPROVEMENTS AND PARK MAINTENANCE

Issues

Water pressure has been a constant problem for residents of Hyde Park, particularly in the older Stonybrook section, Windham Street, Linden Street and in neighborhoods adjacent to the Milton town line.

The District 5 Police Station is slated for rehabilitation under the Local Public Works Bill. However, the age and condition of this facility, coupled with its intensive use and the increasing demand for sophisticated police operations produce the need for construction of a new, efficient modern facility to service one-fourth of the population and geographic land mass in the City of Boston.

The rail improvements scheduled for the Penn Central Mainline will necessitate the termination of all commuter rail activity on this line between 1979 and 1983. Following completion, the present stop in Cleary Square for commuters will be resumed. A transportation terminal to combine parking needs of increased commuter patronage, with bus connection and taxi service, with the rail stop is appropriate in Cleary Square.

The George White Health Center and the Readville Fire Station are housed in inadequate facilities.

The Municipal Building has been a landmark in Cleary Square and has long been in need of major renovations. The Boston Plan for Hyde Park notes the need for a mixed-use civic center to provide indoor recreation space, community meeting rooms and location of municipal and county hearing rooms. Substantial rehabilitation to the Municipal Building can achieve the large part of these goals while also preserving an important building and restoring it to a functional status.

The George Wright Golf Club provides recreational opportunities for many residents of Hyde Park, West Roxbury and Roslindale. The property occupies a large, well groomed portion of land and is a valuable recreational center. Its operating deficit in recent years, however, has placed the golf course in jeopardy of being closed unless an alternative management and fee structure can be found.

The parks in Hyde Park have received large sums of capital expenditures in recent years for new facilities. Attention must be directed toward adequate and regular yearly maintenance of these parks. Without constant maintenance and repairs, these parks will soon be in need of capital expenditures again.

Hyde Park is unique in the City in that access to the community usually involves crossing one or more bridges, i.e., West, River, Milton and Sprague Streets. The River Street Bridge over Mill Pond was reconstructed and the Milton Street Bridge is now under construction. Bus traffic has been diverted from West Street to residential streets, Austin and Summer because of the severe condition of this bridge. The Sprague Street Bridge will need major structural repairs if it is to continue to carry standard trailer truck activity on a regular basis. Hyde Park has a large number of light industrial and manufacturing companies which depend upon bridge access to transport materials and light equipment. These firms employ Hyde Park and other City residents. Additionally, The Boston Plan for Hyde Park emphasizes the need for industrial development and includes proposals to intensify efforts to attract new industry to Hyde Park. Adequate structural capacity of local bridges will be essential to secure private industrial growth.

Strategies

The City's strategy for approaching these problems should include accelerated use of capital funds for a systematic water line replacement program in the district, and upgrading of the Readville Fire Station and George White Health Center.

The City of Boston and the MBTA should begin work on a joint development project for a transportation terminal and police station to be located at the present railroad stop along the Penn Central Mainline in Cleary Square. Design of this mixed-use facility should begin within the next 12 months so that construction can be phased to coincide with improvements to the line scheduled for 1979-1983.

The City should actively prepare the design for major rehabilitation of the Municipal Building to include space for indoor athletic and recreation programs and municipal/civic center uses.

The City's Parks and Recreation Department should actively solicit a private management firm to operate on a leased basis the George Wright Golf Club. All efforts should be taken to assure that this

facility remains open to residents of the City of Boston. Modest renovations to the Club House may be necessary to maximize use of the facility for year-round functions.

The Parks Department's budget and staff allocation should be revised to include the necessary manpower to perform regular maintenance in the district's park system. Elderly citizens and teenagers could be hired for minimum cost to perform needed work. This would also provide a healthy working environment for these people.

The City should pursue funding sources for needed bridge reconstruction so that future transportation access to industrial and residential sectors of Hyde Park is assured.

D. COMMERCIAL REVITALIZATION

Issues

Cleary Square is Hyde Park's major commercial center. The Square's problems include high store vacancy and turnover rates, traffic congestion, vandalism and obsolescent merchandising techniques. Like most of Boston's older commercial centers, Cleary Square has had problems in holding its customers because of competition from nearby suburban centers in Quincy, Braintree and Dedham which are both convenient and attractive to shoppers.

The City's recent efforts to improve Cleary Square focused on the development of an off-street parking lot in the area between Hyde Park Avenue and the Penn Central Mainline tracks. This required the demolition of the old Top Dollar Market. The introduction of new sodium vapor lights along River Street and Hyde Park Avenue and the Footpatrol Program have helped to reduce crime and vandalism in the Square.

In June, 1977, the City acquired title to the property behind the former Kelleher Market and plans to consolidate this with the existing municipal parking lot on Winthrop Street were finalized. The project has gone out to bid and construction should be complete by early Spring, 1978.

Much remains to be done, however, to effect the commercial revitalization of Cleary Square; a retail marketing strategy is needed to assure a compatible retail mix of stores and to reduce the vacancy rates, major street realignment to include neckdowns and traffic signalization for turning movements at Hyde Park Avenue/River Street intersection is needed; attention to the aesthetic improvement of the Square is necessary to convince potential shoppers that Cleary Square is not only a functional but attractive, pleasant area in which to shop.

Wolcott is a smaller, yet important commercial area that needs to be addressed. Selected site improvements to the park area and sidewalk replacement have been scheduled since 1976. The actual

structural condition and storefront appearance of this commercial district have not received attention to date. With industrial development activity expected to increase in Readville particularly at the Readville Yard, there is a definite reason to encourage commercial revitalization in Wolcott Square.

Strategies

The City should secure funding for redesign of major traffic intersections along with appropriate traffic signalization. A retail marketing specialist should be hired to focus efforts on diversifying the retail mix in Cleary Square and finding viable replacement businesses as vacancies arise. Funds should be allocated for amenities such as trees, planters, trash receptacles and other pedestrian amenities in an effort to create a more enjoyable shopping environment.

Major efforts to stimulate retail business in the Square should be initiated by the Board of Trade, an active group of business leaders in the Square. The Board's efforts at organizing "special sale" days and other promotion activities should be coupled with encouraging merchants to improve their storefronts. The Board should also consider the options of forming a community development corporation to develop housing and attract new businesses to the Square.

The City will consolidate the Winthrop Street Parking lot which will provide additional relief to the parking situation in the Square. Through the Neighborhood Business District Improvement Program, the City should include Cleary Square in the Storefront Improvement Program which offers a cash rebate for certain repairs. The footpatrolman program should be continued.

Adequate funds for cleaning and routine maintenance of the two newly constructed city-owned parking lots should be made available so that shoppers will perceive them as the assets they were intended to be.

E. INDUSTRIAL DEVELOPMENT

Issues

Much of the land along Hyde Park Avenue from River Street south is zoned for commercial and manufacturing uses. Also, property adjacent to the Midlands Branch of the Penn Central contains large pockets of manufacturing uses. Currently, much of this land is underutilized or vacant.

Since 1970, Hyde Park has lost over 900 manufacturing jobs as businesses have moved to New Hampshire, New York and the South for more favorable economic conditions. Hyde Park sustained unemployment rates above 10% for the past three years. While unemployment is dropping in Hyde Park, the number of blue collar workers living in this community will continue to find employment

difficult if the steady attrition of industry continues. Employment opportunities need to be expanded to insure the economic growth of this community.

Strategies

The City should hire an industrial brokerage firm to market vacant industrial buildings and land in order to encourage location of new businesses in Hyde Park. In addition, the City's Economic and Industrial Commission should direct its attention to maintaining present industries by making available financial packaging of SBA loans, etc.

Innovative financial mechanisms should be pursued for venture capital, construction financing and lease-hold improvements so as to reduce the economic uncertainties associated with doing business in Boston and Massachusetts to encourage industrial development.

F. RETENTION OF OPEN AND UNDERUTILIZED VACANT LAND

Issues

The amount of open and vacant land in Hyde Park is impressive. The MDC Stonybrook Reservation and George Wright Golf Course are both within Hyde Park. There are also large vacant land tracts scattered along the Neponset River and the Penn Central (Southwest Corridor). The Readville yards of the Penn Central include 60-100 acres of land which are no longer used by the railroad.

There is concern by residents that open and vacant areas should be protected and not developed. In recent years, residents in the Gordon Avenue/Emmet Street area opposed development of town-houses on a 16-acre tract adjacent to the Stonybrook Reservation because the proposal eliminated a large open and natural area. Most recently, a commercial development on Barry's Quarry was opposed on the basis that the area could not support additional shopping and that the particular land contained natural vegetation and wildlife which should be protected.

Development pressures for multi-family housing is likely to occur in the near future because vacant land is available in large tracts. These areas present difficult construction conditions and are restrictively zoned. The important considerations of land conservation and economic growth have to be reassessed with respect to development potential in Hyde Park.

Strategies

The City's strategy for retaining open and underutilized areas in Hyde Park depends heavily on the use of zoning and land acquisi-

tion tools. Most areas which have come under development pressure in recent years, i.e., Barry's Quarry, Austin Street and Gordon Avenue, have required City approvals by the Zoning Commission or Board of Appeals because variances or exceptions from existing zoning were needed. This has meant that the City's discretionary powers can be useful to protect the district's open areas.

City acquisition of open land is more difficult as it requires the use of scarce funds to purchase expensive real estate. In some cases, however, this strategy should be recommended. For example, in areas where there is inadequate park land available to residents or where a specific parcel has unusual natural features such as marsh, ledge or scenic views, acquisition should be considered.

The City should re-examine the zoning designation for all large vacant tracts of land to determine which sites should be set aside for conservation and which sites are suitable for development. Development guidelines for these sites should be clearly established. Reasonable, well planned growth is a goal which Hyde Park residents and City officials should support.

3. PROPOSED THREE YEAR IMPROVEMENT PROGRAM (1978-1980) AND LONGER-RANGE PLANNING AND DEVELOPMENT PROGRAMS AND OBJECTIVES

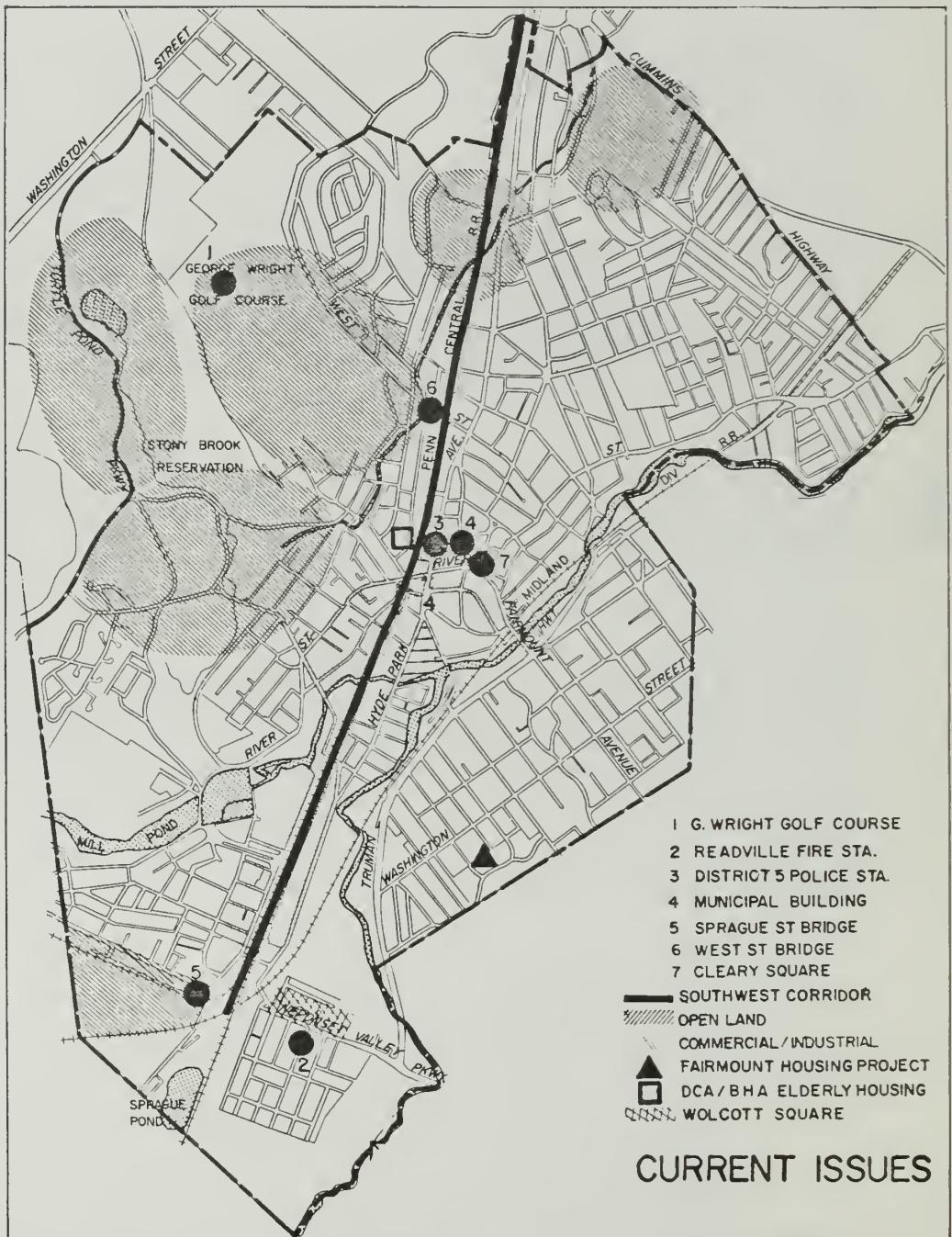
The proposed 1978-1980 Neighborhood Improvement Program for Hyde Park addresses both the district's immediate and long range needs. Attention is directed to (1) insuring residential stability, (2) achieving economic growth, and (3) encouraging conservation of open space. Street and utility system repair and playground maintenance are also a focus. Human service programs which demand federal revenue sharing funds must be carefully evaluated in terms of their benefits to Hyde Park.

A. RESIDENTIAL STABILITY

1. Housing Improvement Program

The Housing Improvement Program (HIP) has been successful to date in enabling over 900 homeowners, or 14% of those eligible, in Hyde Park to make needed improvements, i.e., painting, roofing, wiring, plumbing and heating repairs. While many of the neighborhood's houses are under 30 years old, they do need constant upkeep. Current inflationary prices and large tax increases will make it difficult for homeowners to make regular repairs to their homes because of limited budgets. The continuation of the HIP program is essential. A goal of 30% participation of the housing stock

should be sought for completion under the HIP program in the next 3 years. At approximately \$400 per average case, this would entail 1,100 cases or \$440,000 to be allocated from 1978 through 1980. Target areas should focus on the sections west of Cleary Square along River Street, south of Clearly Square along Hyde Park Avenue, and sections of Readville.



2. Neighborhood Confidence

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The HIP program will encourage physical repairs to the housing stock but it alone will not dramatically affect residential stability in Hyde Park. There is a growing sentiment of fear and concern among residents that Hyde Park is changing for the worse and that property values could depreciate as the neighborhood experiences a wide scale turnover of its real estate. However, all facts gathered to date do not substantiate this impression. Real estate activity has been normal and contrary to local public opinion, sales prices continue to increase. Also, neighborhoods continue to be well kept and houses have not deteriorated. Residents' perceptions of their neighborhood as a good place to live in, to raise children and which provides access to cultural and recreational resources of Boston need to be reaffirmed. Because of its suburban character, many residents in block areas do not know their neighbors. Neighborhood activities should be encouraged via the Mayor's Office of Cultural Affairs to promote greater awareness of ethnic diversity and neighborhood identity.

The media, i.e., press and TV, very often depict urban neighborhoods as overridden with crime and vandalism to the extent that residents question the safety of using public transit at any hour or shopping in neighborhood centers after work or attending a sidewalk fair. These misimpressions should be corrected through effective media programs which accurately depict the fullness and variety which urban neighborhoods do offer. To complement this, brochures should be disseminated to non-residents, i.e., realtors, bankers, suburban commuters, which emphasize the positive characteristics of Hyde Park. These brochures can also be used to attract new buyers for houses as they turn over through normal market forces.

The Greater Boston Real Estate Board and the State Banking Commission-Mortgage Review Board will be directed by the State Banking Commissioner to monitor all questionable real estate activity in Hyde Park so that illegal practices of block-busting or redlining do not threaten the neighborhood's stability. Moreover, the mortgage lending institutions in the City will be strongly encouraged to lend mortgages using conventional financing. Real estate brokers will be encouraged to attract qualified buyers to invest in Hyde Park's housing stock. Seminars between local realtors, bankers and City officials should be conducted to openly discuss their combined roles in achieving residential stability in Hyde Park.

3. Elderly Housing

There is a critical need for low and moderate income housing units for the elderly in Hyde Park. There are several sites

in the neighborhood which have been considered by potential developers for such housing. However, the tightened fiscal condition of the Massachusetts Housing Finance Agency and rising construction costs along with community opposition to new, multi-family building in general has delayed implementation of these projects. The Boston Housing Authority will construct approximately 150 units of elderly housing on Summer Street but this will by no means meet Hyde Park's elderly demand.

A community development corporation, should be encouraged to develop elderly housing units in Cleary Square. This will both provide needed housing as well as increase the sales potential for businesses in the Square. It will also provide needed employment opportunities for local residents.

4. Fairmount Housing Project

The Fairmount Public Housing complex has not been well maintained and now needs a systematic modernization program which should be programmed for the next three years. The improvement program should include (1) replacement of roofs, downspouts and gutters throughout the entire project, (2) repairs to selected sidewalks, (3) replacement of awnings over front and rear doors, (4) repairs to the interiors, particularly ceilings and walls which have been damaged by leaking roofs, and (5) bath and kitchen modernization. Where needed, additional plumbing and heating repairs should also be scheduled.

5. Southwest Corridor

Properties in the Southwest Corridor which are owned by the State Department of Public Works (DPW) should be restored to private hands or used for needed recreation or other community purposes. A land use analysis of the properties should be conducted to determine the best reuse and in the interim the D.P.W. should properly maintain the property.

B. ECONOMIC GROWTH

1. Cleary Square

Cleary Square has experienced economic decline since the mid-1950's. The number and variety of stores in the Square have declined and vacancies are apparent in the major blocks. The City has addressed the lack of parking through construction of a new lot on the site of the former Top Dollar Market and plans to reconstruct the privately owned lot on Winthrop Street. The RESTORE program, which offers a cash rebate

for storefront improvements, will be made available to merchants in Cleary Square. The Hyde Park Board of Trade should encourage merchants to participate in the program and should decide upon a logo which can be consistently displayed in storefronts, and advertisements to promote Cleary Square as a shopping center. The Board of Trade should be encouraged to sponsor promotional sale days and to actively attract new businesses to locate close to the heart of the Square, not along its fringes. Rezoning may have to be considered in some instances. Efforts should be sought to increase the variety of stores and to introduce residential uses in or near the Square through the construction of elderly housing units. The traffic signal at Hyde Park Avenue and River Street should be redesigned to allow for timed turning movements and smoother traffic flow.

2. Wolcott Square

Wolcott Square, while extremely small, does have a significant negative impact on the surrounding Readville residential community. The improvements scheduled in 1976 call for sidewalk replacement, fence repairs, street trees, and other amenities. These items do not address the major problem of structural deterioration and obsolescence of the commercial establishments in Readville. The Storefront Improvement Program can be used here to assist merchants in making needed renovations and to achieving sign uniformity. The owners of the properties should be required to make needed structural repairs to bring their buildings into code compliance, and the City should consider tax abatements as an inducement for renovation.

If the property is sold, the City should encourage a developer to convert the residential units into elderly housing and assist the developer in obtaining appropriate subsidies.

3. Industrial Expansion/Potential

A large portion of land south and west of Cleary Square is zoned for light manufacturing and industrial uses. Many of the buildings are partially vacant or underutilized. Potential exists for new development which can be made attractive through tax considerations. Transportation access to major routes is good and the labor is plentiful. Unemployment has been exceptionally high in Hyde Park and the City as a whole. EDIC should be strongly urged to actively solicit suitable firms to locate in Hyde Park to add to the producing tax rolls and to provide needed jobs to area residents as well as to encourage new residents to locate in Hyde Park.

C. LAND CONSERVATION

There are several hundred acres of undeveloped land in Hyde Park which have come under development pressure in recent years. The Stonybrook Reservation and Barry's Quarry are two examples of prime natural land which have attracted pressures to build multi-family housing units. Much of this undeveloped land is zoned for low density, single family residential construction which precludes multi-family units. In addition, this land has already been bypassed as easily developable because it contains ledge, is steep and often abuts wetland areas. The Hyde Park community does not wish to see all its natural areas developed and prefers to maintain its present state. In the past, the community has successfully exposed developers seeking zoning variances and has retained control over the undeveloped property.

The need for new tax revenues, employment, decent housing as well as prohibitive development costs, make a policy of no further growth in Hyde Park unrealistic. It is recommended, therefore, that a careful study be made of all undeveloped tracts of land in Hyde Park and a determination made as to which parcels would be suitable for development and which should be established as conservation areas. Development guidelines for major undeveloped parcels should be drawn up and made public so that interested developers will be informed of City and community policy on reuse of these parcels. A balanced policy for economic growth and land conservation can be achieved through these means.

D. PUBLIC IMPROVEMENTS

In recent decades, the streets, sidewalks, sewers, and water lines have not been regularly or systematically upgraded in Hyde Park. This should not be allowed to continue. The City should prepare and publish a master list of streets and schedule repairs so that all streets will receive attention over the next 3-5 years on a systematic basis.

Water pressure is reportedly low in the Stonybrook section, Windham Street, Linden Street and in neighborhoods adjacent to the Milton town line. These sections should receive attention in the immediate future.

The Readville Fire Station, and the Hyde Park Municipal Building should be scheduled for major renovations as soon as the City's bonding capacity for capital improvements improves to allow the City to finance these major projects.

The City should give strong consideration to construction of a new District 5 Police Station in conjunction with a transportation terminal in Cleary Square near the present railroad stop.

The State Department of Public Works should be urged to reconstruct the West and Sprague Streets Bridges to increase capacity to a minimum of 15 tons.

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The City's Parks Department should receive adequate funding to insure that playground and park facilities in Hyde Park will be properly and regularly maintained in future years. Capital monies are merely wasted unless sufficient allocations are made for maintenance of all facilities, new and old.

E. HUMAN SERVICES

The need for human service programs and agencies has been under-rated in Hyde Park for many years because of its above-city average income and educational levels. Teenage vandalism and disorder is on the rise. It is quite apparent that these are urban problems not necessarily limited to the low income sections of the City. Hyde Park's youth need specialized services to help them cope with the frustration and inadequacies of their everyday lives. Youth Activities Commission should reassess its operation and other teen service agencies should coordinate their programs to more effectively address the needs of Hyde Park youth. A teen center may be needed in Hyde Park and should only be funded if a qualified local agency agrees to run it in conjunction with other supportive teen services.

Elderly services, especially in the area of health care will increasingly demand attention and should be supported whenever possible. The George White Health Center should be renovated so as to better provide quality care for Hyde Park's elderly citizens.

Human service agencies and services already available in Hyde Park should be reviewed so that areas of inadequacy or duplication can be identified and new or revised programs funded.

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Roy Bishop, Director, Neighborhood Planning Program

Carole Mathieson - Hyde Park Neighborhood Planner

4.

HYDE PARK
FUTURE INVESTMENT NEEDS as related to Issues, strategies and 1977 Investment Program

ISSUE	STRATEGY	1977 INVESTMENT PROGRAM	PROPOSED 1978-1980 NEIGHBORHOOD IMPROVEMENT PROGRAM ACTIVITIES
1. Residential Stability	Continuation of HIP with specific target areas.	HIP - \$225,000 (300 structures)	1,000 structures, 3 target areas: South & West of Cleary Square & Readville.
	Maintenance and modernization program for Fairmount Public Housing Project.	\$275,000 modernization funds	Master plan for complete renovations to Fairmount Housing Project.
	Concentrated program to increase owner and investor confidence.		Innovative Housing Program -Brochure -Bank-Realtor Seminar -Media coverage -public information system -homeowner's consumer council -Mayor's Office of Cultural Affairs ethnic program -Police community relations
	State Banking Commission Monitor of real estate and mortgage practices.		Greater Boston Real Estate Board & State Bank Commission Mortgage Review Board to monitor transactions.
2. Re-use of Southwest Corridor Land	Construction of elderly housing units		Assist local development corporation on elderly housing for Cleary Square.
	Construction of ISO units of elderly housing on Summer Street.	BHA designation of Goody/Clancy Architects for Summer Street elderly project.	Construction of 104 unit BHA elderly project on Summer Street.
	Resale of remaining State-owned property.		
3. Capital Improvement/Par Maintenance	Land-use Study of State-owned parcels.		Conduct land-use analysis of O.P.W. owned property. Develop guidelines for parcel reuse.
	Use of capital funds for systematic water line replacement program.		Replacement of selected water lines.
	Systematic review of street and utility systems.		P.W.O. review of street & utility systems-coordination of Improvement Program
	Construction of transportation terminal and police station.	Renovation to District 5 Station (\$549,000)	Allocation of Design funds for joint MBTA-C.O.B. development for transportation & police use.
	Substantial rehabilitation of Hyde Park Municipal Building.		Design and construction activity to rehabilitate municipal building for recreation and civic center uses.
	Maintenance allocation for Parks Department.	Readville Playground (\$80,000) Ross Field Street Hockey (\$196,000)	Regularize park maintenance.
	State O.P.W. reconstruction of Sprague and West Street Bridges.	Reconstruction of Milton Street Bridge and River Street Bridge over Mill Pond	Secure bridge replacement funds for Sprague and West Streets Bridges.
4. Commercial Industrial Revitalization	Private management system for George Wright Golf Course.		Encourage Parks Department to engage private management firm for Golf Course.
	Encourage Board of Trade to employ effective marketing and promotional techniques.		Hire retail marketing specialist to work with Board of Trade vacancies to encourage diversification of stores.
	RESTORE Program identification of logo for Cleary Square and Wolcott Square.	Winthrop Street lot allocation (\$275,000) Footpatrol Program Business District Amenities	Fund RESTORE Program Develop theme or logo for Business area. Continue Footpatrol Program.
	Redesign of traffic patterns and intersections in Cleary Square.		Secure funding for redesign of prime intersections to improve traffic problems in Cleary Square.
5. Industrial Expansion/Retention	Encourage commercial revitalization in Wolcott Square.	\$25,000 for site improvements.	Intensive effort to attract private commercial investment in Wolcott Square. Consideration of tax subsidy where appropriate.
	Industrial development in underutilized and vacant parcels west & south of Cleary Square.		Encourage EOIC to seek light manufacturing and industrial firms to locate in Hyde Park. Hire private industrial broker to market properties.
	Development innovative economic development policy for industrial growth.		Utilize financial mechanisms (State, federal & local) and combine with revenue bond issuance to stimulate private market interest.
6. Retention of Open and Under-utilized Vacant Land	Careful zoning review of all development proposals affecting these areas.		Review new development proposals.
	Development of economic growth policy and land conservation policy for these areas.		Conduct detailed analysis of all vacant parcels Designate developable areas and conservation areas. Establish development guidelines for individual parcels.

